RFD Training Newsletter

October 2015

October Highlights

FEMA SCT Course

USAR Communications Drill

JAC Meeting Oct 22, 2015

Fire Safety Expo

Annual Respiratory MCD

MDA Fill the Boot Drive

Fire Prevention Month

Fire Station Open House Day

The Pumpers Local

Did you check your water tank?

"TIP OF THE MONTH"

Leaving the pump panel lights on

As an engineer or certified driver, it is very important to visually check the water level in your tank every shift. It may only happen once in your career, but there will be a day when you find the water tank bone dry. This most commonly takes place when the crew or engineer becomes side tracked after an incident.

Example – An Engine Company extinguishes a vehicle fire. On the way to fill the tank at a hydrant, a medical aid is dispatched in their district. The company officer provides the best customer service to the community by taking the medical aid. Once the engine company clears the call, the engineer's brain is programmed to return back to the fire station. This is similar to a horse returning back to the barn after each ride. It's the same routine every day.

This is when an engineer can easily forget to fill the tank.

One way to never forget your water tank is low is to leave your pump panel lights on until you have filled your water tank to 500 gallons. These lights will immediately remind you once you pull into the fire station. The lights being on will also have your firefighters questioning you why these bright lights are shining in their face.

The Pumpers Local

"Keeping the tailboard area Free and Clear"

Firefighters are trained to pull the supply line to one side of the street after catching a hydrant. This keeps the roadway clear for other units entering the scene.

Engineers should keep the tailboard area free and clear by pulling the supply line to one side of the street. This creates an open area to be used for hose pulls, carrying equipment, etc. This also eliminates tripping hazards that can cause injury to firefighters.

CONVENTIONAL FORCIBLE ENTRY

On

OUTWARD SWINGING METAL DOOR, METAL JAM, in MASONRY

Working on the Truck

SIZE UP DOOR: Do this on every door before prying

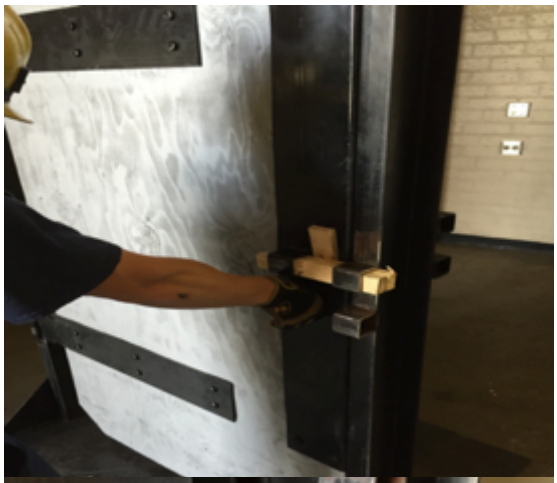
Outward Swinging Metal Door, Metal Jam, in Block or Masonry

This is a harder door to force open then a wood door conventionally, but with some good ironwork it can be forced in just a few minutes.

TRY BEFORE YOU PRY:

This accomplishes several things like feeling for heat and turning the doorknob to see if the door will open.

Remember to keep control of the door; this can be done by usually standing in front of the door when it is forced

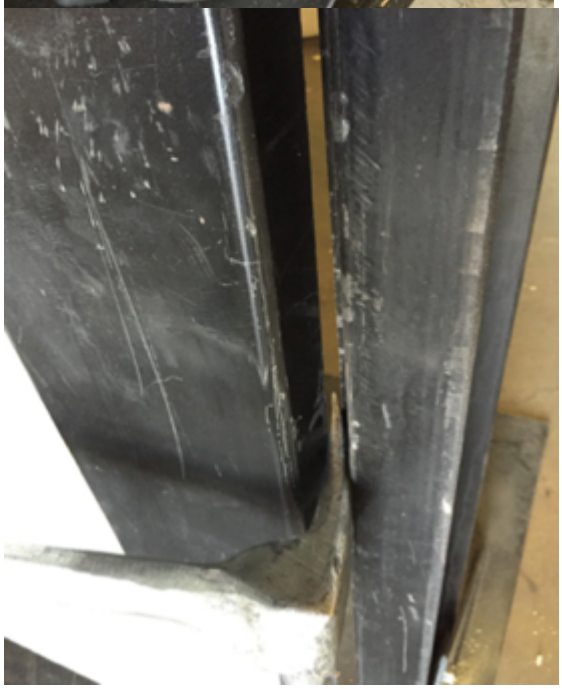


3 STEPS TO FORCING THE DOOR: GAP, SET, PRY

GAP: - If the door is a tight jam then start low on the door and work your way up to set your gap

Use the ADZ end of the Halligan or a metal wedge if you have one. Once in the jam pry up or down to create space between the jam and door. The door usually gives.

SET: - Once you have your gap then set your tool to the "Door Stop". Once at the stop then pull your tool back towards you to get around the stop and strike the halligan until the adz end is all the way around the back of the door.



PRY: - Pry the door open. This can be done by continuing to use the ADZ and pull back.

This last pry may not force the door all the way open. The door can be tough to force with one person and a halligan. If there are two firefighters then one can push and the other pulls.
Another option as shown below is to use a roof hook as leverage and this usually creates enough force to open the door.

Multi-Agency High Rise Class

December 15-17

Location: City of Riverside

Class Flyer Coming Soon

Mentoring & Promotional Section

The Incident Command Post

A first on-scene company officer can make or break an incident. A good company officer can be a blessing or nightmare to the arriving battalion chief. A company officer shall practice giving report on conditions, giving assignments to their crew, and giving assignments to units that match the needs of the incident. Anyone can simply check boxes on a incident control sheet, but giving clear assignments using proper strategy and tactics and the expertise of your personnel and equipment = Strong Incident Command.

Relaying these three items every time you give an assignment will eliminate confusion, allow proper ICS terminology, and insure all units are operating on the proper channel.

ASSIGNMENT, DESIGNATOR, AND CHANNEL

Making Mistakes as a Leader

https://www.youtube.com/watch?v=iiorMUkqqDY

HAZARD TREES

MITIGATING A KNOWN HAZARD

SNAG

STANDING DEAD TREE THAT CAN BE DANGEROUS

FACT – CALIFORNIA'S DROUGHT HAS KILLED 12 MILLION TREES.

FACT – ALL THESE TREES WILL COME DOWN.

QUESTION – ARE YOU WORKING UNDER ONE OF THESE HAZARDS?

WHAT TO LOOK FOR

- Numerous downed trees.
- Leaning trees.
- Dead or broken tops and/or limbs hanging in the trees.
- Absences of needles, bark, or limbs.
- Possible of rot indicated by conks, broken tops, basal scars, cat faces, numerous down limbs, ants, abundance of woodpecker holes.
- Stump holes burning in the area.
- Smoke or fire burning in the base or tops of either dead or live trees may indicate rot and / or weakening of tree.

WHAT TO DO

- **S** ize up snag hazards before entering the work area.
- **N** ever become complacent.
- **A** lways look up – danger comes from above.
- **G** et weather reports - avoid working in high winds.
- **S** cout out parking, sleeping, work areas, and safety zones.
- **A** dvise co-workers of known hazards.
- **F** ace your hazard and take appropriate action – stay uphill.
- **E** xamine work area – be extra cautious when working in areas not sized-up during daylight hours.
- **T** ake extra caution around heavy equipment & helicopters.
- **Y** ou are ultimately responsible for your own safety.

LODD – 8/8/2015
MICHAEL HALLENBECK
STRUCK BY TREE
7TH TREE RELATED DEATH SINCE 2010

Specialty Stations

Vetter Bag Drill – Hazmat Team

Vetter Bag Drill - Vetter Bags are leak sealing bags from Vetter that are used for sealing leaks on train tankers, containers, pipes and tanker trucks, because they can quickly and reliably contain leaks. The bags are designed to slow, and stop any leak of a hazardous material. In the event we were to get an overturned rail car with a leaking chemical the bags would be deployed to stop the leak. Slow the leak, and stop any leak of a hazardous material. In the event we were to get an overturned rail car with a leaking chemical the bags would be deployed to stop the leak. Questions? Contact Station 2.